

Exhibit 300: Capital Asset Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview & Summary Information

Date Investment First Submitted: 2009-06-30
Date of Last Change to Activities: 2012-07-30
Investment Auto Submission Date: 2012-02-29
Date of Last Investment Detail Update: 2011-09-15
Date of Last Exhibit 300A Update: 2012-08-22
Date of Last Revision: 2012-08-22

Agency: 024 - Department of Homeland Security **Bureau:** 45 - Transportation Security Administration

Investment Part Code: 01

Investment Category: 00 - Agency Investments

1. Name of this Investment: TSA - Transportation Worker Identification Credential (TWIC)

2. Unique Investment Identifier (Ull): 024-000005628

Section B: Investment Detail

- 1. Provide a brief summary of the investment, including a brief description of the related benefit to the mission delivery and management support areas, and the primary beneficiary(ies) of the investment. Include an explanation of any dependencies between this investment and other investments.**

The Transportation Worker Identification Credential (TWIC) program is mandated by the Maritime Transportation Security Act (MTSA) of 2002 which requires the Secretary to issue a ?biometric transportation security card? to individuals requiring unescorted access to MTSA-regulated facilities after determining that the individual does not pose a security risk. The SAFE Port Act of 2006 further specified requirements regarding program timelines and conducting an extensive pilot to evaluate TWIC reader performance and impacts on maritime business operations. The program began issuing credentials in October 2007. By the national compliance date of April 15, 2009 the program had issued over 1 million credentials. As of July 2011 more than 1.9 million workers applied for a TWIC. The TWIC population includes longshoremen, truckers, port employees, and others who need access to maritime facilities. In addition all U.S. Coast Guard documented and licensed mariners require a TWIC. The TWIC program is entirely funded through the fees paid by applicants. The benefit of the TWIC program is that it will improve security by establishing a system-wide common secure biometric credential that can be used by operators of the nation's maritime transportation system to make access control decisions. The TWIC card technology and procedures for issuing the credential align with the Federal standards for issuing Personal Identity Verification (PIV) credentials to government employees and contractors. This allows the TWIC to be recognized as a secure credential and to be interoperable with PIV readers

including PIV biometric readers. The TWIC program established standards and processes for enrollment, card activation and issuance, STA adjudication including a robust appeal and waiver process, and card revocation. The beneficiaries of this investment are: facility employees; longshoremen; U.S. mariners; long-haul and drayage truck drivers; and, other individuals requiring unescorted access to secure areas of MTSA-regulated facilities and vessels. ""Starting in BY12 the program will be reliant on TTAC's Universal Enrollment Services (UES) contract for all TWIC enrollments. Over time the UES contract is expected to expand the number of enrollment centers capable of service the TWIC population by approximately 50%. Also, starting in BY14 the program will be reliant on the TTAC Infrastructure Modernization (TIM) program for Identity Management System (IDMS) services.

2. How does this investment close in part or in whole any identified performance gap in support of the mission delivery and management support areas? Include an assessment of the program impact if this investment isn't fully funded.

Prior to this investment ports and maritime facility operators could not determine which individuals accessing secure areas of their facilities might present a security risk. Furthermore, there was no common, secure credential that could be relied on nation-wide to verify these individual's identity. If this investment did not exist or was not fully funded it would increase our security risk back to the pre 9/11 state. This would inherently introduce secure risk at national ports and provide opportunities for those with hostile intent to access key transportation nodes. This investment now provides a common credential which is mandatory to be used by port and facility operators verify the identity of workers eligible for unescorted access to secure areas of MTSA 2002 regulated facilities. Without the TWIC and full funding to ensure the production of TWIC Cards to transportation workers there would not be a way for maritime facility operators to determine if individuals would pose a threat to their facilities.

3. Provide a list of this investment's accomplishments in the prior year (PY), including projects or useful components/project segments completed, new functionality added, or operational efficiency achieved.

2011 - 350k workers enrolled this year Enrollment centers open and operational 99% of the times Concluded card reader pilot at 5 major ports Maintained comprehensive stakeholder outreach program to port facilities operators, worker unions, biometric industry Completed card end of life card stock change over from 72k chip to a 144k chip.

4. Provide a list of planned accomplishments for current year (CY) and budget year (BY).

2012 Continue to advance the TWIC Reader rule in coordination with the U.S. Coast Guard. Continue outreach program to TWIC stakeholders. Transition from the current contract to the Universal Enrollment Services (UES) contract. Start the integration in BY13 of TWIC under the TTAC infrastructure Modernization (TIM) Plan. Program will have provided the close out of the selection for our future effort in the Universal Enrollment Services Contract for delivery of TWIC enrollments and the re-compete for the contractor that will operate the TWIC IT system. Additionally we will have provided the input for the TIM system which will host the next generation TWIC system. 2013 Focus will be on addressing the requirement for the surge in the population for enrollments of workers replacing their original cards that were

issued at the end of the original compliance period (ended in April of 2009). Efficiencies are expected with the implementation of the Universal Enrollment Services (UES) contract with enrollment centers providing accessibility for the workers in the field. Expect high use of the mobile enrollment centers for large populations such as refineries or port sites reducing the time commitment and need for workers to travel to the enrollment center sites. Based on previous enrollments, it is expected that there will be over 800,000 enrollments this year.

5. **Provide the date of the Charter establishing the required Integrated Program Team (IPT) for this investment. An IPT must always include, but is not limited to: a qualified fully-dedicated IT program manager, a contract specialist, an information technology specialist, a security specialist and a business process owner before OMB will approve this program investment budget. IT Program Manager, Business Process Owner and Contract Specialist must be Government Employees.**

2006-09-20

Section C: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.C.1 Summary of Funding

	PY-1 & Prior	PY 2011	CY 2012	BY 2013
Planning Costs:	\$65.6	\$0.0	\$0.0	\$0.0
DME (Excluding Planning) Costs:	\$32.9	\$0.0	\$0.0	\$0.0
DME (Including Planning) Govt. FTEs:	\$4.8	\$0.0	\$0.0	\$0.0
Sub-Total DME (Including Govt. FTE):	\$103.3	0	0	0
O & M Costs:	\$128.5	\$6.4	\$5.5	\$44.5
O & M Govt. FTEs:	\$6.6	\$2.8	\$2.8	\$2.8
Sub-Total O & M Costs (Including Govt. FTE):	\$135.1	\$9.2	\$8.3	\$47.3
Total Cost (Including Govt. FTE):	\$238.4	\$9.2	\$8.3	\$47.3
Total Govt. FTE costs:	\$11.4	\$2.8	\$2.8	\$2.8
# of FTE rep by costs:	80	21	21	21
Total change from prior year final President's Budget (\$)		\$0.0	\$0.0	
Total change from prior year final President's Budget (%)		0.00%	0.00%	

2. If the funding levels have changed from the FY 2012 President's Budget request for PY or CY, briefly explain those changes:

· TWIC will retain current and future funding for BY 13 – 17. · TWIC Scheduled to be integrated into TIM when TIM completes IOC -1st qtr. FY14. · TWIC anticipates no change in FY2012 CIP. · No additional Congressional funding from BY-08 forward. · Last half of BY09 thru FY12 – TWIC enrollment in maintenance level to process port worker's. attritions well as lost and damaged cards. · TWIC cards have a five year life at which time workers must go through the enrollment process again.

Section D: Acquisition/Contract Strategy (All Capital Assets)

Table I.D.1 Contracts and Acquisition Strategy

Contract Type	EVM Required	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	IDV Agency ID	Solicitation ID	Ultimate Contract Value (\$M)	Type	PBSA ?	Effective Date	Actual or Expected End Date
Awarded	7013	HSTS0209JTT C725	HSTS0209DTT C527	7013							
Awarded	7013	HSTS0212JTT C459	HSTS0208DTT C421	7013							
Awarded	7013	HSTS0210JTT C810	HSTS0210ATT C411	7013							
Awarded	7013	HSTS0212JTT C404	HSTS0210ATT C411	7013							
Awarded	7013	HSTS0212CT TC447									
Awarded	7013	HSTS0212CT TC431									
Awarded	7013	HSTS0212JTT C460	HSTS0208DTT C420	7013							

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

The major contracts for the TWIC investment have clauses which measure performance, although there are no EV requirements. TWIC is in the O&M phase where EV is less critical. Nevertheless, there are a number of measurements that are currently gathered and monitored at various critical points during the processes of enrolling, performing STAs, card printing, and card activation. These measurements help the Program Management Office monitor performance of the entire TWIC operation. What follows is a description of the metrics that are being collected by the program. A summary of program performance is found in the Cost and Schedule section. Lockheed Martin (LM) performs all enrollment and system Operations and Maintenance tasks. Weekly, LM reports its performance, including the number of Enrollment Centers opened, the number of enrollments and activations completed by each Enrollment Center, TWIC applicants' wait time at the Centers, help desk wait times, how long it takes to enroll the applicants, and the percentage of fingerprints that were rejected by the system. Other metrics are gathered and monitored weekly by the organization performing STAs, including the number of cases that await adjudication, the number that are pending additional information, the number at various other stages of the adjudication process, and the total number of cases that are cleared to be issued TWIC cards. At the USCIS card printing facility, the two primary metrics collected are the number of cards in

the queue awaiting printing, and the number of cards printed. Once the cards have been sent back to the Enrollment Centers, the program keeps track of the number of cards that are ready to be picked up by enrollees and the number of cards that have been finally issued. In accordance with a DHS regulation, the TWIC population must all be issued TWIC cards by April 15, 2009. In order to manage the flow of workers applying for TWIC cards without taxing system capacity, a compliance schedule has been established mandating when each Enrollment Center must comply with the regulation at various deadlines prior to April 15. Thus, the program tracks weekly the number of enrollments and activations at each Enrollment Center in relation to planned enrollments and activations.

Exhibit 300B: Performance Measurement Report

Section A: General Information

Date of Last Change to Activities: 2012-07-30

Section B: Project Execution Data

Table II.B.1 Projects

Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost (\$M)
1	4th Qtr TWIC Maintenance	Provide TWIC updates to ensure that support systems continue to provide workers with TWIC Cards.			
2	Consolidated Service Contracts Transition	Transition TWIC services to the Universal Enrollment Services (UES) contract and Technology Infrastructure Modernization (TIM) IDIQ contracts.			
3	2012 TWIC Maintenance	Provide necessary activities and TWIC updates to ensure that support systems continue to enroll and issue TWICs to Transportation Workers (TW).			
4	TWIC Reader Qualification	Enhance the TWIC Reader qualification program via the Qualified Technology List (QTL) program.			

Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

Project ID	Name	Total Cost of Project Activities	End Point Schedule Variance	End Point Schedule Variance (%)	Cost Variance (\$M)	Cost Variance (%)	Total Planned Cost (\$M)	Count of Activities
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Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

Project ID	Name	Total Cost of Project Activities (\$M)	End Point Schedule Variance (in days)	End Point Schedule Variance (%)	Cost Variance (\$M)	Cost Variance (%)	Total Planned Cost (\$M)	Count of Activities
		(\$M)	(in days)					
1	4th Qtr TWIC Maintenance							
2	Consolidated Service Contracts Transition							
3	2012 TWIC Maintenance							
4	TWIC Reader Qualification							

Key Deliverables

Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)
1	Vetting Process (W.B.S 1001)	Continue Vetting process of all transportation workers	2011-09-30	2011-09-30	2011-09-30	91	0	0.00%
1	Continue Operation Ctr (W.B.S 1002)	Continue operation of enrollment centers	2011-09-30	2011-09-30	2011-09-30	91	0	0.00%
2	Transition Activities for UES	Build and/or enhance system interfaces to support operation of legacy TWIC systems.	2011-09-30	2011-09-30	2011-09-30	91	0	0.00%
2	Pre-Transition Activites (W.B.S 2001)	Develop a plan for all transition activities, both operational and technical, to prepare for formal transition to new contractor.	2011-09-30	2011-09-30	2011-09-30	91	0	0.00%
3	2012 TWIC O&M - Phase 1	Continue vetting process of all transportation workers and operation enrollment centers	2012-03-31	2012-03-31	2012-03-31	182	0	0.00%
3	2012 TWIC O&M - Phase 2	Perform necessary activites and TWIC	2012-09-30	2012-09-30		182	0	0.00%

Key Deliverables								
Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)
		system updates to continue vetting process of all transportation workers and operation of enrollment centers.						
2	UES Transition Execution	Execute transition of enrollment services to the UES contract/vendor.	2013-01-28	2013-01-28		485	0	0.00%

Section C: Operational Data

Table II.C.1 Performance Metrics

Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
Increase Average customer satisfaction score during each award fee period	Percentage	Customer Results - Customer Benefit	Over target	87.000000	92.000000	94.200000	93.000000	Monthly
Decrease Enrollment Wait Time: Average number of minutes wait time for 90% of enrollees	Minutes	Customer Results - Timeliness and Responsiveness	Under target	46.000000	35.000000	23.100000	35.000000	Monthly
Decrease Enrollment Time: Average enrollment time (defined from payment of fee through completion of enrollment process)	Days	Process and Activities - Cycle Time and Timeliness	Under target	15.000000	10.000000	8.400000	10.000000	Monthly
Decrease % of fingerprints rejected by FBI due to poor quality / erroneous processing	Percentage	Technology - Quality Assurance	Under target	4.000000	2.000000	0.330000	2.000000	Monthly
Maintain % of enrollment centers open and operational	Percentage	Technology - Efficiency	Over target	98.000000	98.000000	98.000000	98.000000	Monthly
Decrease time between enrollment and issuance of Initial Determination of Eligibility letter to enrollees who need to provide initial information to complete the security threat assessment (STA).	Days	Process and Activities - Cycle Time and Timeliness	Under target	30.000000	15.000000	7.000000	10.000000	Quarterly
Decrease mandate of USCG Authorization	Days	Process and Activities - Cycle Time and	Under target	30.000000	30.000000	27.000000	30.000000	Quarterly

Table II.C.1 Performance Metrics								
Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency

Act of 2010 to make a determination regarding appeal and waiver requests within 30 days.
Note: Actual determined by case sampling.

Timeliness